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COUNTRY East Germany REPORT TOPIC Gross Doelln AirfieldEVALUATION  PLACE OBTAINED  25X1DATE OF CONTENT DATE OBTAINED  DATE PREPARED 17 May 1955REFERENCES PAGES 3 ENCLOSURES (NO. & TYPE) This is UNEVALUATED Information 25X1

1. Between 1500 and 1700 on 18 April 1955, 26 jet aircraft landed at Gross Doelln airfield and taxied under their own power to the hardstands at the eastern end of the runway. The aircraft were closely guarded. During the morning of 20 April, 2 other jet aircraft of the same type landed at the field and soon took off again.

2. On 18 April, the field was occupied by a bomber unit. On this day, about 30 twin-jet aircraft allegedly landed at the field and were parked on the dispersal areas toward Bebersee. The aircraft were believed to be IL-28s. 25X1

3. Air activity and aircraft observed between 18 and 22 April:

18 April. At 1630, a formation of 8 IL-28s crossed over the field and subsequently landed individually from east to west. The landing was observed by all workers at the field. At 1735, another formation of 7 IL-28s approached, circled over the field and then landed from east to west. The aircraft of both formations taxied on the taxiway to the west. At 1800, 2 IL-12s landed and took off after a short interval. Both aircraft were painted gray

The aircraft were low-wing transports with 2 radial engines, 4-bladed propeller, nose wheel and double-tire landing gear. 25X1

Description of afore-mentioned jet aircraft: Long cigar-shaped fuselage, front section longer than section aft of wings. Two jet engines under wings, projecting far beyond leading edges. Leading edge of wings at right angle to fuselage, trailing edges forming obtuse angle with fuselage. Swept-back elevator assembly, rudder assembly lateral to the rear upward. The end of the fuselage consisted of a rear turret with 2 cannons or machine guns projecting beyond the tail unit.

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20 April. At 0930, it was observed from the southern end of the eastern connecting lane that 30 MiG-15s were parked at the end of the taxiway. A total of 26 Il-28s were

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23 April. At 0900, local flying was practiced by Il-28s

Since no air activity was observed during the period 19-22 April, the MiG-15s which were parked at the field most probably landed during the night.

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#### 4. Radio installations.

At 0930 on 20 April, the previously reported tent and the mast next to it were still observed at the side of the wooden tower between the runway and taxiway. Two radio trucks with regular antennas were also observed next to the tent. Three radio trucks were parked side-by-side on the eastern connecting lane. Each radio truck had an extended antenna mast with a red triangle with the tip pointing upward similar to a road warning plate, on the masthead. A loose cable extended from the triangle into the radio truck. In addition to these radio installations, another radio truck was observed moving in the camp.

#### 5. Fuel shipments

On 18 April, 23 railroad tank cars were being drained at the spur track in front of fuel dump 1. Three cars were simultaneously being drained by means of a hose 15 to 20 cm in diameter, fitted to the curved filler necks and leading to a valve attached to the side at the bottom of the tank car. Next to each of the 3 bends was a wooden box from which the sound of a motor was heard. The motor drove the pumps which transferred the fuel from the tank cars into tanks. A refueling point, similar to a normal refueling area, was observed in the fuel dump and tank trucks were continuously being filled there. Subsequently, the tank trucks moved to the aircraft which had just landed at the eastern end of the field.<sup>2</sup>

#### 6. Motor vehicles

The parking site for motor vehicles was not located northeast of barracks No 17 but was northwest of this building. Each vehicle had an assigned place which was marked by a small white plate. The parking area was surrounded by a wire fence. At 1530 on 20 April, 45 trucks and 25 tank trucks were counted there. Additional tank trucks were used at the field.

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#### 7. Restricted area

The following areas were off limits for German personnel: barracks area I, the barracks of the Soviet soldiers, the eastern section of Jagen (forest sub-district) 124, fuel dump I, the runway, and during air activity, also the taxiways and the dispersal area at the eastern end of the taxiway.

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8. During a stay of a few hours at the field on 25 April it was observed that the quartering buildings in Jagen 125/126 were occupied by many Soviet soldiers wearing blue epaulets. Among the officers there was definitely one who had been observed at Werneuchen airfield in 1952. The officer himself made mention of his former stay in Werneuchen. It was observed from a distance that fuel dump I was closely guarded. Many tank trucks with trailers were observed in the vicinity of the quartering buildings.

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Gross Doelln airfield has been occupied by 27 twin-jet aircraft since 18 April. The aircraft were allegedly parked on dispersal area Object No 104 at the eastern end of the taxiway and were observed aloft for the first time on 23 April 1955.

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the aircraft were of the same type as those previously observed in Werneuchen.

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9. Between 1600 and 1700 on 18 April, about 24 jet bombers crossed over Vogelsang and landed at Gross Doelln airfield.
10. At about 0930 on 18 April, 19 railroad tank cars moved from the direction of Zehdenick via Vogelsang to Gross Doelln.<sup>1</sup>

1. Comment. Gross Doelln airfield was occupied by about 26 Il-28s on 18 April 1955. The regiment definitely came from the USSR although confirming statements as to the previous place of location have not been received. No conclusions can as yet be drawn from the fact that an officer who had been seen at Werneuchen airfield in 1952 was now observed in Gross Doelln.

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It is unknown from which airfield the newly arrived 30 MiG-15s came or if they will be stationed at Gross Doelln airfield permanently. An occupation by 1 bomber regiment and 1 fighter regiment is possible.

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2. Comment. The information that 3 railroad tank cars were simultaneously being emptied is noteworthy.

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